

Remarks:

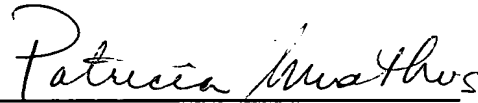
1. Applicants thank the Examiner for his careful review of the present application, as evidenced by the Office Action mailed April, 26, 2001.
2. On page 1 of the Office Action, Examiner rejected **Claims 1 - 14** under 35 U.S.C. § 112, 2nd paragraph. Specifically, Examiner deemed **Claims 1** and **7** vague and indefinite because of use of a trademark, and **Claim 14** because of use of designations that are subject to change. **Claim 1** has now been amended to read "all models of Lake amphibious airplanes, each airplane of said models ..." instead of "a Lake model amphibious airplane." The invention of the present application applies specifically to Lake model amphibious aircraft and Applicants submit that adding "all" to the claim eliminates vagueness. Language supporting this amendment can be found in the Specification on page 1, lines 5 and 6 and particularly on page 5, lines 5 - 9, where reference is made to all Lake model aircraft.
3. With regard to **Claim 7**, Applicants have amended **Claim 7** and the Specification on page 9 to include generic language as suggested by Examiner, describing the protective coating. Reference to the SERMETEL® coating was included in the original specification and the introduction of the generic language describing both the SERMETEL the MIDROFIN ALLSEAL as heat-cured, ceramic coatings does not introduce new matter, since this language describes the coatings mentioned in the application at the time of filing. In addition, new **Claims 15** and **16** were added, reciting the specific ceramic coatings that are mentioned in the Specification on page 9. Applicants submit that no new matter was introduced with these amendments and requests that Examiner withdraw his rejection of **Claim 7** and allow **Claims 7, 15, and 16**.
4. With regard to **Claim 14**, Applicants respectfully submit that NAS fasteners are made according to national standards that cannot be changed by the manufacturer.

The term "NAS" designates the production of a part according to an established National Aerospace Standard specification which defines the design, manufacturing, test and acceptance criteria for components used in the aerospace industry. The NAS standards are governed by a committee of representatives from the industry, are widely accepted by private and public oversight boards, and cannot be changed by any particular manufacturer. Most importantly, the standard designations of the fasteners are used industry-wide, both by private and public agencies and organizations, to identify fasteners made to the particular standard. A print-out from an Federal Aviation Administration website (URL: <http://www.faa.gov/avr/standard.htm>) explaining "standard parts" and supporting Applicants use of the NAS designation as proper is attached. as Exhibit "A" Thus, Applicants submit that the designation of components as "NAS" parts is not vague and indefinite. Accordingly, Applicants request that Examiner withdraw his rejections under 35 U.S.C. § 112 2nd paragraph of **Claims 1 - 14** and allow **Claims 1 - 14** and new **Claims 15 and 16**.

5. A Supplemental Information Disclosure Statement is included with this Response. Referenced on the IDS is a Service Bulletin B-79, sent by REVO, Inc. in June of 1999 to the Federal Aviation Administration and a Notice of Proposed Rulemaking published in the *Federal Register* on October 6, 1999. The purpose of the Service Bulletin B-79 was to recommend corrective action with regard to cracks appearing on the wind spar of Lake model amphibious aircraft. Reference to the Service Bulletin B-79 was made in the Notice of Proposed Rulemaking. At the time of this publication, no modification kits had been made, sold, or offered for sale. The particularly relevant features of the kit, namely the inboard-end angle and the anti-corrosion coating on the doubler strap were not disclosed in this Bulletin and had, in fact, not yet been developed. Applicants request Examiner's consideration of the two references submitted herewith.

6. This Response is timely filed within the three-month shortened statutory period and no additional fees are required. Nevertheless, the undersigned gives herewith authorization to charge any additional fees required under 37 C.F.R. § 1.16 and 1.17 to the Deposit Account of Thomas L. Bohan & Associates, No. 501 517.

Respectfully submitted,



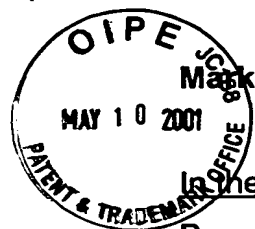
Patricia M. Mathers
Attorney for Applicants
Reg. No. 44,906
371 Fore Street
Portland, ME 04101
(207) 773-3132

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Marked-up copy of amended Specification and Claims:

In the Specification:

Page 4, line 28: After "protective coating" and before ",", insert --that is a heat-cured ceramic powder coating--.

In the Claims:

1 **1.** A modification kit for retrofitting a wing spar on **[a] all models of** Lake
2 amphibious airplanes, **[said] each** airplane **of said models** having a root rib, and said
3 wing spar comprising a wing-spar cap angle that is attached to a wing spar web,
4 said wing spar web having an upper edge and a lower edge and an inboard end that
5 attaches to said root rib, a first series of wing-attach bolt-holes that is provided in
6 said upper edge and a second series of wing-attach bolt-holes that is provided in
7 said lower edge of said wing spar web, wherein said root rib is angled relative to a
8 vertical plane of said **[Lake model amphibious airplanes] airplane**, and wherein said
9 inboard end of said wing spar has an inboard-end angle that corresponds to an
10 angle of said root rib, said modification kit comprising:
11 an upper doubler-strap and an upper filler-strap;
12 a lower doubler-strap and a lower filler-strap; and
13 a plurality of wing-spar attachment-bolts;
14 wherein each said upper filler-strap and each said upper doubler-strap have
15 a third series of wing-attach bolt-holes that corresponds precisely with a first series
16 of wing-attach bolt-holes in an upper edge of a wing spar web, and said lower filler-
17 strap and said lower doubler-strap have a fourth series of wing-attach bolt-holes that
18 corresponds precisely with a second series of wing-attach bolt-holes in a lower edge
19 of said wing spar;
20 wherein said upper and said lower doubler-straps have a doubler-protective-
21 coating and said upper and said lower filler-straps have a filler-protective-coating,
22 and
23 wherein said upper doubler-strap has an upper inboard-end angle and said

24 lower doubler-strap has a lower inboard end angle.

1 7. The kit of **Claim 1**, wherein said doubler-protective coating is a powder
2 coating that is heat-cured to form a ceramic coating [SermeTel® protective coating].

Claims 2 - 6 and 8 - 14 remain unchanged.

New Claims :

A4 15. The kit of **Claim 7**, wherein said ceramic coating is a SermeTel® ceramic coating.

1 16. The kit of **Claim 7**, wherein said ceramic coating is a Midrofin Allseal®
2 ceramic coating.